

## Message Text

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ORIGIN EB-07

INFO OCT-01 EUR-12 ISO-00 IO-13 FAA-00 CAB-02 CIAE-00  
COME-00 DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02  
INRE-00 /044 R

DRAFTED BY EB/AVP:JSGRAVATT/FAA:RSNORTH:VLV  
APPROVED BY EB/TCA:JWBILLER  
IO/TRC - C.HARTLEY  
FAA - N.PLUMMER

-----161710Z 021379 /43  
O 161624Z MAY 77  
FM SECSTATE WASHDC  
TO AMCONSUL MONTREAL IMMEDIATE

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FOR US REP ICAO

E.O. 11652: N/A

TAGS: EAIR, ICAO, PORG

SUBJECT:AWOP VI DISCUSSIONS IN ICAO AIR NAVIGATION  
COMMISSION

FOLLOWING INFO PROVIDED RELATIVE TO LINCOLN LABS SUPPORT OF  
AWOP VI EFFORTS ON MLS EVALUATION:

1. REVIEW BY FAA HAS CONFIRMED TECHNICAL QUALITY, VALIDITY  
AND PROPRIETY OF LINCOLN LABORATORY SIMULATION EFFORTS FOR  
AWOP.
  2. ABOVE REVIEW VINDICATES LINCOLN LABS AND AWOP DELEGATION  
FROM ANY MISREPRESENTATION ON THE BASIS THAT REPORTS AND  
ANALYSIS WERE CORRECTLY DERIVED FROM INFORMATION AVAILABLE
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TO THEM.

3. REGARDING BRUSSELS AIRPORT SIMULATION, MODELING WAS  
BASED ON CHARTS AVAILABLE AT THE TIME. DESPITE ATTEMPT AT  
REALISM BY THOSE DIRECTLY INVOLVED, THROUGH ERROR IN ON-SITE  
VERIFICATION, BUILDINGS UTILIZED IN ORIGINAL MODEL RUNS DO  
NOT REPLICATE PLACEMENT OF BUILDINGS ON THE AIRPORT WHICH

SERVED AS BASIS FOR SIMULATION. WHILE THIS PROVIDES OPPORTUNITY FOR CRITICISM, WITHIN THE CONTEXT OF THE AWOP EVALUATION PROCESS, THE VALUE OF THESE SCENARIOS IS UNDERSTOOD

NOT TO RELY ON THEIR ABSOLUTE PHYSICAL CHARACTERISTICS. LIKEWISE IN THIS CASE, THE PARTICULAR INPUT INFORMATION DOES NOT DETRACT FROM THE VALUE OF THE COMPARATIVE SIMULATION OUTCOMES.

4. AS INDICATED IN PARA 3, THE VALIDITY AND VALUE OF THE LINCOLN LABS SIMULATION OF BRUSSELS AND VARIOUS OTHER SCENARIOS EVALUATED ARE RECOGNIZED AND ACCEPTED BY THE MAJORITY OF THE PANEL FOR THE PURPOSE FOR WHICH THEY WERE UTILIZED (I.E., COMPARATIVE EVALUATION OF MULTIPATH PERFORMANCE).

5. SINCE UK CAA CONTINUES TO PRESS THIS ISSUE, MR. TOM MCWIGGIN, DIRECTOR GENERAL-TELECOMMUNICATIONS, HAS BEEN INVITED TO COME TO THE US PERSONALLY TO VISIT AND REVIEW IN DETAIL THE LINCOLN LABORATORY ACTIVITY RELATED TO THE BRUSSELS AIRPORT SCENARIO. THIS SHOULD REMOVE ANY LEGITIMATE CONCERN CAA HARBORS.

6. WHILE RESULTS PROVIDED IN AWOP WP/321 AND ADDENDUM THERETO STAND ON THEIR OWN, IN AN ATTEMPT TO BE FULLY INFORMED AND RESPONSIBLE, BRUSSELS SCENARIO WAS RERUN WITH BUILDINGS AS NOW KNOWN. RESULTS RELATIVE TO DOPPLER REFERENCE SCALLOPING ARE DIRECTLY COMPARABLE TO THOSE PROVIDED IN WP/321 BECAUSE METAL STRUCTURE, PREDOMINANT LIMITED OFFICIAL USE

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CONTRIBUTOR TO CONTAMINATION, IS STILL PRESENT IN A ' -

CRITICAL ORIENTATION.

7. RELATIVE TO ALL OF THE FOREGOING AND PARA 6 IN PARTICULAR, FAA BELIEVES GENERAL CRITICISM OF AWOP VI AS WELL AS SPECIFIC CRITICISM OF US AND LINCOLN LABS ARE CALCULATED TO: (A) ELEVATE CONCERNS IN AIR NAVIGATION COMMISSION (ANC) WHICH WOULD RESULT IN RECONVENING OR POLLING AWOP; (B) EXTEND DEBATE IN ANC SO AS TO PREJUDICE SUBSEQUENT COUNCIL DEBATE; (C) DELAY PROCEEDINGS SO AS TO NECESSITATE DEFERRAL OF AWO DIVISION. GIVEN THIS STRATEGY, SUGGEST DETAILS BE AVOIDED AND PRINCIPLES BE STRESSED IN ANC AND COUNCIL TO EXTENT PRACTICABLE, RELYING ON AWOP VI REPORT AS A SIGNIFICANT ACCOMPLISHMENT OF A DIFFICULT AND COMPLEX TASK.

8. USREP REQUESTED TO MAKE EVERY EFFORT TO ESTABLISH THAT CONCERNS OVER THE BRUSSELS BUILDING ORIENTATION DO NOT

DETRACT FROM UNDERSTANDING OF THE BASIC PROBLEM OF DMLS  
PERFORMANCE VIS-A-VIS TRSB. SUPPORTS OF TRSB REMAIN DEDICATED TO  
TIMELY PROSECUTION OF ICAO PROCESS.

9. FYI. UK CAA HAS INDICATED THAT IF IT IS UNSUCCESSFUL

IN EFFECTING A DELAY THROUGH ANC, IT WILL RECONSIDER ITS  
POSITION ON MAINTAINING THE DOPPLER SYSTEM AS A CANDIDATE  
FOR INTERNATIONAL STANDARDIZATION. END FYI.

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## Message Attributes

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**Channel Indicators:** n/a  
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**Review Markings:**  
Margaret P. Grafeld  
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EO Systematic Review  
22 May 2009  
**Markings:** Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009